



the Ensign

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HMCS MONCTON

HMCS Moncton, resplendent in a Second World War Admiralty disruptive paint scheme (Dazzle pattern) in honour of the 75th anniversary of the end of the Battle of the Atlantic.

From the Editor: **SCOTT HANWELL**

Let me begin this issue by apologizing for my overly political comments in my last Letter from the Editor. I was quite rightly reminded that NMAS is apolitical – I will seek better forums to vent my spleen in the future.

October is the month when our thoughts naturally turn to the Battle of Trafalgar and the uncompromising tactics of Admiral Lord Nelson in “crossing the T”. In this letter, however, I wanted to cast a glance a bit farther back and discuss General-at-Sea Robert Blake. I think Blake is unfairly overlooked and while he is known as the Father of the Royal Navy, his accomplishments rarely gain the commemoration of Nelson’s.

Blake’s 17th Century victories over the Dutch were certainly as pivotal as Trafalgar and they established the foundations for Britain’s role as a world power through its acquisition of an empire based on global trade. But it is Blake’s reorganization of the Navy (with the help of Sir Henry Vane, the Younger) that has had the most lasting impact today.

Blake and Vane addressed the poor rates of pay in the navy, provided clear expectations for officers and men, established the first formal budget for the navy (as distinct from the army’s budget) and developed a pension and hospitalization scheme for wounded sailors and the dependants of those killed in service.

They also established the organization of the navy into three squadrons: the Red, the Blue and the White, each

identified by an appropriately coloured ensign. This practice remained in place until 1864 when the Royal Navy standardized the White Ensign for all HM Ships. As an interesting side note, the Canadian Red Ensign was the unofficial national flag of Canada for many years. It was formed by a standard Red Ensign debruised with the Arms of Canada.

Which leads me to the name of this publication and the reminder that Canadian sailors went to sea with the White Ensign proudly hoisted on HMC ships until 1965. As I’m sure you know, presently HMC Ships hoist the Canadian Naval Ensign (formerly Jack) at the stern and the National Flag of Canada from the Jack Staff – a practice in keeping with British tradition. (Although I always find it looks like an Office of the Day mix-up as the flags were reversed in my day).

With that, and as a final note, let me bid you all fair winds and following seas. After seven years (or is it eight?), I will be stepping down from the NMAS Board at end of this fiscal year. I have always found the naval community in Calgary to be singularly impressive – it impressed me as a civilian when I first walked into the recruiting office of HMCS Tecumseh in 1980 and it has continued to impress me throughout my service in the reserves and as a member of NMAS. You’re an awesome group and I appreciate your willingness to let me be part of the team. Best wishes!



Robert Blake, General at Sea, 1598–1657, giving us general guidance on which way to head



The Battle of Goodwin Sands, 1652, with Blake on the quarterdeck

President's Report: SCOTT HAUSBERG

As you read this, final preparations are underway for Navy Day. As was the case last year, HMCSTecumseh is leading this event and has made the decision to reduce it to a single day. Over the past three years, this event has been two days but the only day it has actually drawn good crowds has been Saturday. Hence, this year, Navy Day is just Saturday October 19. All the good stuff from past Navy Days (lectures, band, cadets, garage sale, and rum) will be part of Navy Day. In addition, the new 3"70 gun model and the naval air exhibit will be officially opened.

Hopefully, you have seen some of the advertising for Navy Day. Please help make this event a success by telling your friends, family and co-workers about it.

Museum Products For Sale

NMAS sells NMA products through its website (naval-museumofalbertasociety.ca) and at the volunteer BBQ and Navy Days. NMAS members are offered the best prices. Here are some of the items available:

Item	Member Price	Non-member
NMA golf shirts (NEW)	\$25	\$30
NMA long sleeve shirt	\$20	\$25
NMA pen	\$1	\$2
NMA coffee mug	\$5	\$10



Looking Good! Be the envy of your friends and support the NMA at the same time!

Over the summer, NMAS recognized our active volunteers with two free tickets to the Naval Community BBQ. As well, our casino volunteers were issued with NMA golf shirts. In the museum itself, the society paid to have all the touchscreen monitors upgraded. Outside the annex, a work party spent a day spreading soil and planting grass seed where the old Atco used to be. The grass has grown nicely and stands in contrast to the weed cover around it.

A special thanks to McCrum's for donating a new boardroom table and a dozen chairs – we are finally able to get rid of our unstable four legged chairs (which were from the 70s or 80s).

If you are at Navy Day, take advantage of the opportunity to renew your membership. You will be rewarded with a free NMA mug and NMA pen.

As a final note, thanks to the crew that cut down trees and seeded the area where the Atco trailer used to be. The hardy crew was (L to R) **Bob Orthlieb, Doug Ewing, Greg McKenzie, myself, Chuck Von.**



Director's Report: ERIC KAHLER

Recently I had occasion to visit something I had long anticipated doing. One of my late Uncles (John Wylie Jenkinson) was a member of the Royal Canadian Naval Volunteer reserve. He served during World War II from December 1940 until July 1945. One of his ships was the HMCS Haida. She was a Tribal Class Destroyer which served in the Second World War, Korean War and Cold War. Haida was one of 27 Tribals built, 16 for Britain, 3 for Australia and 8 for Canada. The tribals were at the forefront of technology in terms of speed, manoeuvrability, armament and communications. Thirteen of the Tribals were sunk; thirteen were scrapped and now only the Haida remains. Parks Canada has preserved it as a national museum floating in the Hamilton Ontario harbour and it is open to the public for visits. It was in our Uncle Wylie's memory and honour that my brother and I visited the ship hoping that we would feel closer to him for a short while.

Haida was commissioned on August 1943 and paid off in October 1963. She had earned the reputation of the Fightingest Ship in the RCN winning five battle honours over her 20 year career. She has since been named the Ceremonial Flagship of the Royal Canadian Navy. Haida's Canadian sister ships were HMCS' Iroquois, Huron, Athabaskan (sunk), Micmac, Nootka, Cayuga, and Athabaskan II. The original Athabaskan was sunk during an engagement at sea with the Germans in April 1944 and Haida was on scene to pick

up some of her survivors. My uncle was there that day and used to tell that story so frequently that we all eventually tuned him out, and now, sadly, that tale is lost forever.

The tour we took was mostly self-guided and was really quite surprising in the free rein we had of the ship. We were permitted along some risky catwalks, and up and down some pretty steep and weathered ladders that reminded me of my own sea days as a much more limber and slighter man. Negotiating those obstacles was certainly easier 30 years ago. The route took us through all of the ship's weapon systems, workshops, magazines, into the mess decks where most of the crew of 230 lived, through the galley, the Captain's sea cabin, the open bridge, sick bay, Captain's day cabin, wardroom, officer's cabins and a very interesting

tour of the engine room conducted by an extremely knowledgeable female stoker. She told us that Haida could achieve a top speed of 36.5 Knots (42 mph or 67 kmh).

We spent about two hours in the ship all the while reflecting on what it must have been like in a hostile environment, and while we did not encounter the ghost of our Uncle we did get a very good sense of the arduous conditions and the hardship he and the crew would have faced being at sea during war time and engaging in so many battles.

If you ever find yourself in the Hamilton area I would highly recommend this tour to anyone with the ability to negotiate the ladders. It will take you back in time and give you a sense for how heroic the officers and crew were. In fact, come visit the Naval Museum of Alberta and see some of the artefacts we hold from that era.



From the Workshop: **MIKE POTTER**

It's with a great deal of satisfaction that I can inform you of the completion of the 3" 70 gun model display. The display will be unveiled on Saturday the 19th of October during "Navy Days" function at the Naval Museum of Alberta gallery. Be prepared for a few surprises.

I want to thank the crew at the workshop **Mike Gervais, John Davies** and **Chuck Von**, for their hard work, dedication and for the patience while we have all worked on this and several other projects. It's now time to clean up and refocus on all the possible new projects that are before us.

You should also know about **Miles Chester** the builder of the five excellent model ships now displayed on the upper deck of the Gallery.

Currently started are the large model of HMCS Protecteur and a 1/6 scale display of a propulsion line of a typical boiler and engine room from a cold war destroyer.

The four volunteers now want to link up with the NMAS board and the Museum Staff and anyone who is willing to talk to us, to find out how we can assist them with future projects that tell the complete story of the RCN.

Our work is beginning to connect us to those veterans who have served, and we want to give them the opportunity to give us direct input and let us know what they would like to see. What is missing, in your opinion, and how can we help?



Vicker's 3"/70 Mk.6 By the Numbers

Role: Anti Aircraft

Barrels: Dual

Weight: 2,650 pounds (1,200 kg)

Projectile: Shell of 15 pounds (6.8 kg) and charge of 11.21 pounds (5.08 kg) for a total weight of 26 pounds (12 kg).

Muzzle velocity: 3,400 feet per second (1,000 m/s)

Ceiling: 38,000 feet (12,000 m).

Rate of fire: of 95–113 rounds per minute.

Design Date: 1950.

Original RN staff requirement dates to 1946/47.

Approximate Cdn. Service Dates: 1956 - 1997



Curator's Report: **BRAD FROGGATT**

Exhibits to be presented at Navy Day 2019



3" 70 (7.62 cm) Gun Model

The 3" 70 gun model that has been painstakingly constructed at the NMAS Annex by **Mike Potter**, **Mike Gervais**, and **John Davies** et al is now taking shape in the Naval Museum.

Located adjacent to the actual gun, the model will be a motorized motion-activated demonstration model detailing how the gun works below decks as well as above. This new exhibit will be presented at the annual Navy Day 19 October 2019.

This will be a valuable interpretive asset to the existing 3" 70 mounting in the gallery. The actual 3" -70 Calibre gun was originally removed from the Destroyer H.M.C.S. Terra Nova when she was paid off in 1998, and was subsequently stored in an open storage yard in Dartmouth Nova Scotia. To render the mounting inoperative, the two barrels were removed.

The Naval Museum of Alberta Society applied to have the mounting transferred to Calgary for the Museum, but when delivered in 2012 it was found that the two barrels had disappeared. In 1997, the Society acquired

one of the two barrels that had been removed from the mounting of H.M.C.S Mackenzie.

Using that barrel for reference, **Mr. Andrew Hulbert**, Vice-President of the Calgary firm "Studio Y Creation, Inc." was able to manufacture a duplicate utilizing a variety of materials.

To prepare the gun mounting for exhibit, it was necessary to remove some 14 coats of lead contaminated paint. This was followed by the application of several coats of fresh paint supplied by H.M.C.S Calgary.

It required over 5 months for the Museums volunteers to complete the final cleaning, polishing, and painting.



The Naval Air Exhibit will also to be presented at Navy Day. The new design will include new panels detailing the history of Canadian Naval Aviation, a detailed model of HMCS Bonaventure, examples of aircraft flown by Naval Aviators, Uniforms belonging to CPO2 **John Allen Turner**, Lt. (P) **George Edward Pumble**, and examples of early Naval Air Uniforms.

As well, two Canadian Born Naval Aviators who joined the Royal Naval Air Service (RNAS) during the First World War: **Henry Redford Mulock** and **John Stewart Fall**, are highlighted.

Around the Web

Thanks to **Gordon MacIvor** for pointing out this find on Wikipedia: a complete historical list of RN ships stationed on the West Coast:

https://en.wikipedia.org/wiki/List_of_Royal_Navy_ships_in_the_Pacific_Northwest

Curator's Report (cont.): BRAD FROGGATT

Henry Redford Mulock



Henry Redford Mulock was born in Peterborough, Ontario on 11 August 1886, and raised in Winnipeg, Manitoba. He was a science graduate of McGill University, Montreal. He enlisted in 1914, and after arriving in the UK with the Canadian Field Artillery in 1915, Redford Henry Mulock requested to be transferred to the Royal Naval Air Service (RNAS).

He became the first Canadian to join an operational Squadron of the RNAS and became the first and highest ranking ace of the First World War. In July 1915 he began flying fighter patrols which included bombing sorties and photographic reconnaissance flights.

By the Battle of Vimy Ridge he had risen to command of No. 3 RNAS squadron, and was temporarily placed at the disposal of the Royal Flying Corps. On his many photographic reconnaissance flights, photographing German positions was pivotal in preparing for Vimy so enemy artillery batteries could be located and neutralized.

In January 1916, he shot down his first enemy aircraft and two days later shot down another. In March he was credited with destroying three more enemy planes. Mulock was the only Canadian to be named Commander, Order of the British Empire. He was also awarded the Distinguished Service Order with bar. The Government of France named him a Chevalier of the Legion of Honour.

Joseph Stewart Temple Fall

Joseph Stewart Temple Fall left Canada in 1915 to join the Royal Navy. Because he had taken flight training, the Navy slated him for the Royal Naval Air Service (RNAS). By late 1916, he had conducted bombing raids over Germany, and was flying the Sopwith Pup in combat with 3 Naval Squadron.

His first taste of dog-fighting came over Vimy, as part of the effort to control the skies over the battlefield. He attacked two enemy planes while on patrol, but was forced to break off the fight when his guns jammed.



Sub-Lt. Joe Fall with a Sopwith Pup

Fall was awarded the Distinguished Service Cross (DSC) for his action soon thereafter when he was detached from his formation while escorting a bombing raid and attacked by three enemy aircraft. Driving one down in flames and causing another to break off, he attacked the third and sent it crashing.

By December 1917 he had brought down 36 enemy aircraft and two observation balloons. He was awarded the DSC two more times, making him the only pilot in history to hold the DSC with 2 bars for gallantry in the air.

When the war ended, Fall took a permanent commission in the newly formed Royal Air Force. His postwar career included dangerous work with some of the first carrier borne aircraft and predecessors to the helicopter. He remained in service during the Second World War, finally retiring at the end of that war.

Folks around the Museum:

ERIC KAHLER

Eric was born in Victoria BC on 18 November 1954 (64+ years). His father was in the RCN and the family moved frequently, so much so that Eric never attended any one school for more than 2 years.

In June 1972 Eric joined the Canadian Armed Forces (Sea) in Ottawa after having attended his last year of high school.

Even though his father was still in the navy Eric knew very little about the military in general and the navy in particular.

In 1973 after completing supply technician training Eric was posted to CFB Esquimalt and soon thereafter joined his first ship, HMCS St. Croix. Navy life was fun as a young single guy and Eric enjoyed the many ports his ship visited.

Mostly these were Pearl Harbour, Sacramento, San Diego, San Francisco, Seattle, Mazatlan and Portland. One memorable trip was to Skagway Alaska where the scenery was absolutely stunning.

Eric also served in HMCS Yukon before embarking on one of the biggest highlights of his career.

In 1977 he was posted to 4 Service Battalion in Lahr West Germany, and later to CFB Baden Soellingen.

He and his new bride Jane were in Germany for five and a half years and took full advantage of the opportunity to travel and immerse themselves in the European culture. It was truly the most amazing experience.

In May 1983 Eric was selected for commissioning and was sent to the military college in St Jean Quebec for 4 years to get a degree in Business Administration.

Following that he went back to Esquimalt where he joined HMCS Huron to train as the ship's Supply Officer (SYO).

In 1991 he became SYO of HMCS Saskatchewan and amongst other ports went on an excellent deployment to Australia and New Zealand.

In 1995, after a tour in Maritime Forces Pacific Eric was offered the opportunity for further education. He went to University of Calgary for a Masters Degree in Business Administration and was subsequently posted to Ottawa.



Eric Kahler

Eric later had one more 4 year (2001 – 2005) outside Canada highlight posting as the Commanding Officer of the Canadian Forces Support Unit in Colorado Springs. He retired from the Regular Force in 2006 as a Commander and worked for a further 8 years in Ottawa as a full time reservist before retiring in 2014.

Eric summarizes his career as follows: 4 ships with 6 ½ years at sea; 2 outside Canada tours for over 9 years; 6 years fully subsidized education; 34 years Regular Force; 8 years Reserve Force; service in all three elements both as a non-commissioned officer and as a commissioned officer and a lifetime of great memories.

In 2014 Eric and Jane moved to Calgary where he immediately became involved with CNVA as Master at Arms. He also became a member of the board with the Naval Museum of Alberta Society and served as a watch-keeper. He became Director of the Naval Museum of Alberta in October 2017 and was elected President of the CNVA in March 2019.

HMCS TECUMSEH COMMANDING OFFICERS

Lieutenant Reginald Jackson, OBE VRD RCNVR - April 1933 - March 1940

He was born in Cheshire England, and emigrated to Canada in 1908. He was recruited into the first half company in 1923 and served as a Reservist continuously thereafter. He joined as a Telegraphist, then remustered to Engine Room Artificer.

In 1927 he took a Commission and became a navigator. In 1933 he was promoted to Lieutenant and soon after became CO of the Calgary Division. On Sept 10th 1939 he received the message 'Grapple Germany' and within 24 hrs, Calgary Division reservists were on their way to the coast. Lieutenant Jackson's first ship was the destroyer HMCS St. Laurent and participated in the evacuation at Dunkirk.



Lieutenant Reginald Jackson

On 02 Jul 1940, she rescued 860 survivors of the torpedoed liner SS Arandora Star. In 1941, he was appointed the first CO in HMCS Kenogami, followed by HMCS Orillia, both flower class corvettes that saw extensive action in the North Atlantic. This included escorting SC 42 (Slow Convoy 32) through a 14 submarine Wolf Pack and its loss of 16 ships sunk.

In 1943 Lieutenant Commander "Cowboy Jackson" was first CO of the first of the Algerine Class Minesweepers: HMCS Sault St. Marie. These ships were larger, faster and better armed than the corvettes and also employed in escort duties.

His was a happy ship as reported in a Calgary Herald article of that year. He was later promoted to Commander and posted to Squadron Commander of eight ships engaged in submarine warfare in the Battle of the Atlantic.

In 1944, after four years at sea, he was rotated back to Canada to HMCS Star in Hamilton. From there he was posted to the RCN Barracks in Shelbourne, Nova Scotia. In 1946 he returned to civilian life in Calgary and was reappointed Commanding Officer of HMCS Tecumseh through to 1955. As a civilian he worked first as an apprentice in the CPR's Ogden Shops.

He later worked with a local Dairy in Calgary, then becoming a City of Calgary Health Dairy Inspector after passing University of Toronto Public Health Examinations. He earned the Order of the British Empire (OBE) for his wartime service.

HMCS REGINA ANNIVERSARY



HCapt(N) Laraine Orthlieb and Bob Orthlieb attended the 25th Anniversary celebrations of the Commissioning of her ship, HMCS Regina.



NAVY DAY



Naval History Lectures | Demonstrations & Displays
Naval Band Performance | Food & Prizes

Saturday, October 19, 2019
10 AM to 3:30 PM
FREE ADMISSION

Naval Museum of Alberta, 4520 Crowchild Trail SW



Discover Calgary's Naval Community!

CalgaryNavyDay.ca

Folks around the Museum:

IAN CHRISTIE

Ian was born in Westchester County New York State Aug 10th 1925 (93+ years). His father was an attaché. In June 1943 Ian went from the USA to Toronto and joined the Royal Canadian Navy.

He was enrolled as a Leading Seamen Bos'n because he had a great deal of experience with small craft.

Ian joined the HMCS Prince David, an Armed Merchant Cruiser, in 1943 and stayed with her throughout the war. ONVE Day in May 1945 he was in London England celebrating the end of the war.

His favourite port was Norfolk Virginia. At one point in his career he and some crew members were sent to the US Supply depot for 1000 feet of 4 inch hemp rope. Somehow the rope and the US jeep they carried it in made it onboard the ship and over to their next port in England!

On D-Day Ian was driving one of the landing craft from the Prince David. He made two trips to Juno Beach with personnel from the Winnipeg Rifles and one trip with supplies.

In April 1947 Ian retired from the RCN into Halifax. He had sufficient time in that he was entitled to subsidized education. He went to the New York Phoenix Art School and worked for NBC for several years before working for the Associated Press as a correspondent.

In 1952 he moved to Calgary and became the Public Relations Officer for Caterpillar for one year. He then moved to the Calgary Herald as a Photo Journalist for



Ian Christie

23 years. In 1975 he worked briefly as PR for HMCS Tecumseh. Then later in 1975 he went into business for self - running the Crowchild Photo shop for 28 years until 2003. He retired completely in 2006

Ian married his wife Jean in May 1954.

He has been involved with the Naval Museum for over 20 years and has been part of the Corvette club for over 10 years.

JACKSPEAK - Grog

The following naval terminology comes from

ReadyAyeReady.com/Jackspeak:

Sailor's rum was first diluted (1/2 pint rum, 1 quart of water) in 1740 by Admiral Vernon, whose nickname was 'Old Grog' because he wore a grogram coat, a type of heavy cloth. Sailor's disparagingly referred to the mixture as 'grog'. (Thanks to Capt Wilson for this one!)



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The Naval Museum of Alberta

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Calgary, Alberta T2T 5J4

Admission Prices

Adults \$15.00, Seniors \$5.00,
Youth 7-17 \$5.00

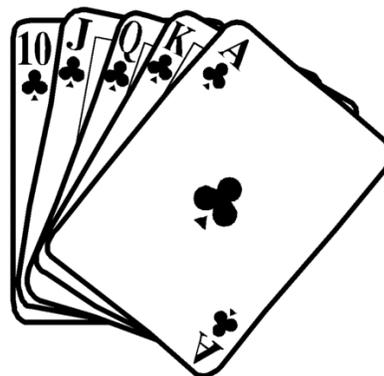
Serving personnel (past and present)
and their families FREE

NMAS members FREE

- Ample free parking

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NMAS Casino

The NMAS casino held on August 13th and 14th was a smashing success, and the Board would like to extend a special thank you to **Gordon Macivor** for stepping in to organize the volunteers and, of course, to the rest of the volunteers who joined us at the Elbow River Casino.

The payout is still being determined but our Casino event is always the single largest source of funds for the Society.
Bravo Zulu to all!

JOIN THE NAVAL MUSEUM OF ALBERTA SOCIETY

Don't delay! Your membership is a key part of what keeps the Society going!

For only \$20, you can:

- Support The Preservation Of Canada's Naval Heritage
- Receive **The Ensign** Newsletter Four Times Per Year
- FREE Entry To The Military Museums And The Naval Museum Of Alberta All Year (Regular \$15 Per Entry)
- Free Entry To 'Navy Day' In October
- Volunteer Opportunities Galore

It's a steal at twice the price!

Join in just five minutes with credit card payment via: <https://navalmuseumofalbertasociety.ca>